Chapter 6 Mid-South Rotorcraft Club
Contact: Thom Francis
210 S 8th Street
Gurdon, AR 71743
Email: thomefran@netscape.net
Phone: 870-403-2888

Chapter 20 Pelican State Rotor Club
Contact: Bill Wieger
112 Gayven Dr.
Pineville, LA 71360
Phone: 318-640-5656
Email: bwieger@suddenlink.net
Website: www.pra20.com

Chapter 62 Lone Star Rotorcraft Club
Contact: Mark Spies
Houston, TX
Phone: 713-469-2462
Email: MarkHSpies@gmail.com
Website: www.gyrosaway.com

Chapter 65 Central Texas Rotorcraft Club
Contact: Paul Erb
9901 Brodie Ln. 160-283
Austin, TX 78748
Email: perbgyro@sbcglobal.net
Phone: 512-680-1835
Website: www.centexpra.org

Chapter 78 Texas Rotorcraft Association
Contact: Bob Stark
PO Box 428
Olney, TX 76374
Phone: 940-564-2938
Email: rgstark@brazosnet.com
Website: www.tx rotorcraft.org

Oklahoma
Contact: Robbie Hyde
Duncan, OK
Email: Robbie.hyde@yahoo.com
Phone: 580-475-5261

This Months Contributors:
Dean Dolph
Chris Toevs
Jim Toevs
Pam Vollmer
Dayton Dabbs
Jason Knight
Barbara Maness

Visit The Lone Star Rotorcraft Club on Facebook.

Southwest Regional Newsletter
- Club news and upcoming events
- Member profiles
- Member’s machines
- Chapter meeting minutes
- Projects, builds and modification
- Photos
- Family news
- Classifieds

Newsletter Past Issues
If you have missed an issue of our newsletter just go to http://www.gyrosaway.com/newsletters.php to download past issues.

To subscribe to Southwest Rotorcraft just click the button below. Subscribing to Southwest Rotorcraft also automatically subscribes you to the Western Rotorcraft. At the beginning of each month you will be sent a link to Southwest Rotorcraft and Western Rotorcraft where you can read them online or download them to your computer.

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Send Us Your News

Project Reports
Send us pictures of your project to include in future editions of the newsletter. We will post anything you have on your build, modifications, training, etc. Just send an email to tell us what you are doing and include some pictures if you have any. Progress reports are probably the most interesting things to read about and see.

Your Pride and Joy
Send us pictures of your machine to include as a feature in future editions. If you include some information on the details of your machine or a short bio of yourself we'll also include this with your pictures. Brag about your aircraft!!

Events and Meetings
Next time you're at a fly-in or just out flying with a buddy, take some pictures and let us know about it. Have your club secretary send us your club news and tell us about your meetings. Send us names of new members so we can welcome them to our sport. We are interested in anything your club is doing.

Family News and Announcements
Our newsletter isn't just all about the machines, it's about the people of our region also. Any family news or announcements you want to share please feel free to send us so we can let everyone know.

Upcoming Events

March 21; Chapter 62 Monthly Meeting at Anahuac
April 15—18, Bensen Days, Wauchula Florida
April 18; Chapter 62 Monthly Meeting at Anahuac
May 16; Chapter 62 Monthly Meeting at Anahuac
June 9—13; Rotors Over the Rockies, Brigham City Utah
July 27—August 1; PRA International Convention, Mentone Indiana
September 25—27, Ken Brock Freedom Fly-In, El Mirage Dry Lake Bed, California
October 15—17; Chapter 62’s Anahuac Fly-In, Anahuac Texas

On the Cover
Jim and Chris Toeves Australian TAG gyro, we’re hoping to see it in Anahuac in April.
From The Editor

The southwest Rotorcraft is nearly five years old. During this time we have had some CFI contributions, but it was sporadic. I really wanted to see more input from the regional CFIs as I feel that without them, our sport (or hobby, whichever you prefer) would not be what it is today.

This month we hit oil! We have two excellent articles this about two of our CFIs. Dayton Dabbs, CFI and DPE, is opening the doors so we can see inside Lone Star Magni. Pam Voller sends us an introduction on CFI Craig McPherson and tells us how he has gotten to where he is today.

I’m really hoping that this sets the stage for more contributions from our CFIs.

We are seeing a huge increase in the Euro Gyros in the US and Texas is surely leading the way. We have dealers from the German Auto Gyro, the Italian Magni, the Austrian Arrow Copter, and hopefully soon the Australian TAG right here. We should see the Arrow Copter make its appearance at our next monthly meeting and the TAG sometime in late April. What a blessing for Chapter 62 to be fortunate enough to be able to host almost every make and model gyro at our hangars at one time or another. We currently have Air Command, Dominator, Butterfly, Ken Brock, Bensen, Gyro Bee, John Bond, RAF, and a couple one offs represented and hangared at Anahuac.

Until next month, fly safely.
Mike Grosshans, Southwest Rotorcraft Editor

Steve Weir Memorial Fund

The family of Steve Weir, with the support of the PRA, has set up a memorial fund in Steve’s name. The funds will be used by the PRA for education and training. If you would like to contribute, please visit the PRA website’s donation page, http://www.pra.org/donation.aspx?i=48, check “other” and put Steve’s name in the box. Fill in the amount you wish to contribute, check the payment method, and hit “Donate”, it’s that easy.

If you can’t, or would rather not contribute via internet, you can send a check to the PRA at:

PRA
Steve Weir Memorial
P. O. Box 68
Mentone, Indiana 46539

Make sure you clearly mark the check with Steve’s name to assure the funds are deposited into the right place.

PRA Volunteer Opportunities

The PRA is not a self-standing separate entity; the PRA is the expression of the effort by the members who donate some of their time to our wonderful sport. Please consider lending a hand by pitching in and volunteering for PRA activities like writing articles, helping at the convention or some of the following positions.

- Web Content Editor
- Web Interface Programmer
- Manufacturer Information Ambassador
- Airport Activities Manager
- Web and Content Ambassador
- Advertisement Coordinator
- Social Media Ambassador
- Curator Volunteer for the History of the PRA

For info about any of these opportunities, email praglobalsupportteam@gmail.com.
February Meeting

On February 21st, the February meeting of PRA Chapter 62 was called to order by President Mark Spies. Members in attendance were Mike Grosshans, Danny Whitten, Cliff Massey, Bobby Munroe, Antony Thomas, Chauncey Surry, Keith Johnston, David Trammell, Stacy Manes, Mike Geyer, Steve McDaniel, and Desmon Butts.

Danny presented the monthly Chapter bank balance.

Old Business: Several members committed to contribute to the trailer fund. If you made a commitment then we are asking that you honor your commitment so we can finalize the purchase of the trailer.

New Business: Tony requested to step down from the Member at Large position is open. Keith Johnston volunteered to fill the position, Tony made a motion to accept Keith as the new Member at Large. Bobby Munroe seconded; the subsequent unanimous vote saw Keith elected as the new Member at Large.

Mike told the members of the newly acquired blast cabinet and Mark asked the group for any volunteers to restore the boom trainer.

A discussion about the club’s 2015 goals was opened with a suggestion to upgrade the club’s tool chest. Chauncey and Bobby will make a list of what is needed and present it at the next meeting. Desmon asked the group to consider attending the Wings Over Houston airshow as a club. Also to think about something that the club may be able to contribute to the local community.

Cliff gave a short presentation of the new Arrowcopter that just arrived in Houston and showed some pictures.

Progress Reports: Bobby is in the process of installing a new dash and gauges on his Air Command. Cliff will be visiting Dayton in two weeks to do his solo. David has completed his knowledge test. Steve hopes to have his two place machine completed in about six months.

The meeting was adjourned and lunch was served. Lunch was provided by David Trammell.

Next meeting will be March 21st at Anahuac, Stacy and Barbara have volunteered to provide lunch.
Even though we didn’t have flying weather for the meeting, we still had a great turnout and had a lot of work going on, mixed in with the BSing around. We even had a helicopter stop in for fuel. LAST PAGE: Bobby is working on installing a new dash and instruments, Cliff is repairing his engine mount, Tony is doing some body work on his new tail and pod. THIS PAGE: Meeting time, Keith is repairing a broken MTO tail, some general BS, Stacy is admiring his Gyro Bee, helicopter refueling (no idea who it is), and Tony’s pod for his new Dominator.

Chapter 62’s member and Arrow Copter dealer Jason Knight took his new Arrow Copter to Orlando for the 2015 HAI Heli-Expo. I’m sure this beauty made a big splash with the helicopter guys.

Click on the movie poster to see the first trailer of Gyronaughts, Aviation's Best Kept Secret
By Mitchel A. Jones.
The gyroplane has traditionally been associated as the illegitimate child of the aviation industry. Without fail, when I land my Magni M-16 away from my home airport, I consistently receive the exclamation of, “WOW! That sure is a cool looking toy.” from enthusiastic onlookers. While I am very grateful for the praise, and am quick to express my gratitude, I am also a bit taken back by the term “toy”. Why is it that this form of aviation receives this classification? My goal is that within the coming decade, our industry is able to transform from the expression “toy” to “machine”.

As a gyroplane instructor for just under four years, I have accumulated approximately 850 hours of gyro flying time. In July of 2014, I took on the role of gyroplane instructor, Magni Gyro dealer, and pilot examiner as a full-time career. Every day opens my eyes more to the vast opportunities in all forms of aviation, but particularly gyroplanes. I have seen capabilities in this aircraft that exceeded even my own optimistic expectations. It has taken me on countless memorable excursions from my home base in Taylor, TX to destinations including St. Louis, MO, Hattiesburg, MS, Oshkosh, WI, and Lake Havasu City, AZ with the largest problem being a flat tire on one of the trips. Throughout these trips, I have found that not only does the gyro provide one of the most serene ways to view the country, but it also takes me to my destination approximately twice as fast as driving. Additionally, it allows pilots to fly their aircraft slow and low enough for low-altitude observations. The gyro truly is a dream aircraft for pilots, which is reaffirmed every time that I take a fixed wing or helicopter pilot for a discovery flight.

When asked, “Is the gyro more like an airplane or more like a helicopter?”, my response is simply, “Yes.” The truth is, the gyroplane takes the simplicity and stability of an airplane and ties it to the slow flight characteristics of the helicopter, and yet it is still able to cruise at respectable speeds with admirable range. So, why are we still having to argue that we are not flying toys? Many people view the gyro as an untested aircraft with a historically terrible accident rate. Magni Gyro is among multiple worldwide manufacturers aiming to change this stigma. Through meeting certification standards developed by aviation agencies worldwide, the gyroplane is slowly making its footprint seen in the aviation community. Even with these advancements, the only practical path to aircraft certification currently in the United States is through experimental amateur-built (kit built) due to the restrictive regulatory environment toward the certification of gyros. To help maintain quality levels during this time, different manufacturers are addressing this in different ways including quick build kits or builder
Dayton Dabbs of Lone Star Magni is planning to expand his training operations to the Houston area. He is wanting to be in the Houston area on a set schedule to accommodate anyone interested in training and who would prefer to do it here rather than travel to his place in Taylor (about 45 minutes north of Austin).

If you are interested in getting training in the Houston area please contact Dayton at:

Dayton@lonestarmagnigyro.com
(800) 241-0924 Office—(512) 750-0332 Cell

As we progress with gyroplane safety in manufacturing, it must also be stressed that training and aeronautical decision making (ADM) be followed with the utmost importance. Regardless of how safe our aircraft are, the aircraft is only as safe as the pilot flying it. Proper training in the specific type of gyroplane that you are flying, utilizing the assistance of instructors when you are unsure, keeping altitude to avoid wires, and making smart decisions (not just ones where you “think” it will be ok) will all help our community grow past the days of flying “toys” and towards the goal of flying “machines”. As we develop toward this goal, I look forward to more adventures, and I hope to have the opportunity to develop many more pilots of these fantastic toys machines.

Dayton Dabbs
CFI, DPE
Lone Star Magni
In the opening scene of the endearing movie, Second Hand Lions, we see brothers Garth and Hub flying care-free and precariously through the air until their Boeing Stearman Model 75 biplane, crashes into a barn. Garth and Hub were known for getting into mischievous adventures, like flying a plane with no flight training. Craig McPherson says, “Twenty-five years ago with my first aircraft, I was the kind of guy that gave ultra-light pilots a bad name. I got a book on how to fly, bought a Quick Silver, and my brother and I respectively took to the air.” “It was hilarious and dangerous all at the same time. Richard got into the air and couldn’t figure out how to land. And once he did, he never flew again!” “After I crashed the second time, (due to engine problems), my father said if I ever flew the darned thing again, he would break it to pieces with a sledge hammer.”

Four years later, with the longing to take the sky burning inside since childhood, Craig read about powered parachutes in a farm magazine and discovered the perfect and a “safer” way to fly. He quickly found a PPC for sale locally and got training. Soon after, he started studying for his BFI and AFI. An accomplishment in itself since Craig is Dyslexic. “Cathie, my wife, read and recorded all of the questions for the test to a CD and I listened to it over and over while driving the tractor or in the truck.” And, after successfully passing the test, as a fourth generation Texan dairy farmer found a way to supplement his income with his business Blue Skies Gyroplanes and Powered Parachutes being born.

Anyone who has trained with Craig knows how thorough his training is, and how much he stresses safety; would be amused at his early attempts to fly. But he uses those very same experiences to drill into his student’s minds how important it is to learn every maneuver. To know exactly how and why an aircraft fly’s the way it does, whether it is because of weather conditions or the pilot’s controls.

When the dairy business started to bottom out in Texas eight years ago, Craig was looking for a different source of income. While at the PRA Convention in Mentone, Indiana, he was talking to Scott Lewis, then PRA president about gyros. He was told that as a regenerated industry growing in the United States, if he became a gyroplane CFI, he would always be busy. And he has been ever since, having sold 18 in the last 4 years, 14 of which he has built, since becoming a dealer for Autogyro USA.

Not only has being an instructor/dealer for both PPC and Gyroplanes has provided an income, Craig has also met people from all walks of life. “I have met many interesting people and have formed many lifelong friendships since becoming an avid PPC flyer and Certified Flight Instructor. The majority of my best friends are past students and fellow PPC and Gyroplane flyers.” Craig has trained men and women from all walks of life and from all over the world. From a house-wife to rodeo world champion Ty Murray and race car driver Carl Edwards. Last summer, siblings from Sumatra brought their visiting parents to fulfill their father’s lifelong dream of flying in a gyroplane. Currently, he is training a student from South Korea.

While flying PPC’s is an enjoyable and relaxing form of flight, the versatility of the Gyroplane has taken over much of the business at Blue Skies.

Introducing Craig McPherson, CFI
By Pam Voller
"All of the experienced pilots we have had come for training in the gyro are blown away by the MTO Sport's stability and ease at maneuvering in flight." Five years prior, that wasn't the case. "I spent a lot of time talking people out of flying gyro's because all I knew about was the track record of first generation Bensen's. "Now, much of what I explain to people is how safe it is to fly in the second generation gyros, it is the number one question we hear at airshows. "People are just amazed at the concept of a free-wheeling, rotor blade in autorotation."

Kevin, a pilot that has owned seven different aircraft and has built 2 RV's, commented after recently flying with Craig, "Why would anyone want to fly in anything else?" Gyro's are so much more than a recreational aircraft. "We have at least three law enforcement units in the U.S. that are flying our gyros. They are being used for commuting, crop dusting, landing on water, and cross country flights. We're fixin' to build another MTO with floats after getting back from Sun 'N Fun."

"Earlier this year we completed a Calidus build and the forty hour fly-off for a gyro owner, we delivered it by flying it to Colorado Springs, CO., a 541nm flight." "The popularity of the new generation is continuing to grow. It will be exciting to see where we are in a few years."

*Craig will be at Bensen Days and Sun N Fun 2015 this April, and AirVenture 2015 in Oshkosh Wisconsin and PRA Convention in Mentone, Indiana in July.

My brother, Brett, was in town on February 7th. He visited our hangars at Ana-huac with me and got to meet the gang. He is a retired Marine Corp helicopter pilot, Tony is a retired Indian Army helicopter pilot. Between the two of them, they have over 7,000 hours in helicopters. They had no problem at all hitting it off and soon they were both in the air together. This was Brett's first gyro ride and Tony let him take the stick for a while, even letting him land it a couple times.

Brett served two tours in the middle east, one as a member of the Theodore Roosevelt's Admirals Staff. He also flew in the MX1 squadron, which is the Presidential squadron, during President Clinton's term.

I am very proud of him and respect his achievements and his service to our country. Thank you so much Tony by showing him the exhilaration of gyro flight.

Mike
Welcome to the New Modern PRA!

The New MODERN PRA has changed, and here is just a taste with so many more chapter and member benefits coming soon.

1) New PRA Member Benefits - We NOW PAY YOU to join us! Click the link below to learn how.

2) PRA Group Insurance Offer - Please ACT NOW! PRA has set it up... now it is up to YOU!
Click the link below to learn the whole story:
This could save you thousands of dollars!

3) 2015 Convention on it way to be one of the largest attended EVER!!
Click the link below to learn more:

4) Manufactures, Dealers, Vendors, and Suppliers meet PRA member’s needs!
Click the link below to see how the Modern PRA is changing to meet your needs.

5) Chapters man your MARKETING Announcement & Questions Forums. You are the only ones who can answer questions about joining your chapter!
Click the link below to learn the details...

Click the link below to see your new virtual marketing Forum.
http://www.pra.org/forums/forumdisplay.php?112-Chapter-s-Announcement-amp-

6) Chapters brothers and sisters - PRA will market with batch emailing for you!
Check this out = Click the link below:

7) PRA Chapters, we invite you to write a Blog on our forum and describe your chapter.

8) Chapters Private Virtual Office & Meeting place with voting polls.
Click here to learn the rest of the features:

Click here to see where you will be listed with the others using it now:

Welcome to the NEW MODERN PRA!
Jim and Chris Toevs New TAG Gyro

UPDATE

OK ... how about an update on our new gyro adventure.

Last week the Titanium Explorer developer, Neil, & his test pilot Sam got to run flight tests with our red TE gyro fitted with the new carbon composite rotors made in West Australia.

Although they look very nice & glossy black out of the molds, the best way to have the smoothest flying surface is to paint them. Neil had them painted, checked the weight of each blade for balance, then fine tuned the weights. Next he fitted them onto the different-looking square-block tower and was very pleased that they slipped into place nicely for pinning teeter bolt without any drama!

Out at the test field, Sam checked all systems and spun up rotors. After some ground runs, revealed very smooth flying rotors he allowed the machine to lift off. Flight RRPM with 1-up was perfect, he did find the blades held their inertia just a little too well on landing, "they just did not want to slow any time soon!" A little tweak is in order with a reduction in the tip-weights and then all is ready to ship to us.

Neil has dreamed of having these special rotors to pair with his titanium frame gyro from the beginning. He has had a challenging time finding the right company to make his rotors. To date his prototype gyros have been flying

Some pictures of the new-style carbon fiber composite pre-preg (resin)style construction)
with standard ELA or Patrony (Aust fibreglass composite) rotors on standard towers, it was a significant milestone in the Titanium Explorer development to have it fly with the new rotors ON a titanium hub-bar. (Neil seeks to avoid aluminum rotors & hub-bars for maximum safety)

He says he is keen on the pre-preg carbon construction as the rotor structure becomes ONE unit when molded under pressure as compared to the wet layup style of fibreglass rotors that rely on a large amount of glue to join the two halves. Neil has some dramatic pictures of what happens to the "glue laminated-style" composite rotor when the gyro is hit by a 'roo on take-off roll!

The various strength & flexion testing on these new rotors far exceeded expectations.

Chris
**Light-Sport Gyroplanes**

*An introductory guide for discovering these unique aircraft*

This non-technical book is for persons who are interested in gyroplanes, especially those who may not know much about them, but are curious to discover more. Even persons who think they know a lot about gyroplanes may be surprised to learn about developments that are making gyroplanes better, safer, and more inviting to fly for novices new to aviation as well as pilots who fly all kinds of aircraft.

In brief, whether you're avidly interested in gyroplanes or simply curious, this book is for you.

Available on Amazon.com.

Also available on Amazon:

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**Born Free - My Life In Gyrocopters**

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Chapter 20; Rudy Graffeo at RLGraffeo@eatel.net
Chapter 62; Danny Whitten at dannywhitten@embarqmail.com

New Bensen/Brock Rotor Blades
B & B
Rotor Blade Price List
July 9, 2012

Blades, either Bensen or Brock attach points $1,295.00
Hub Bars: 25", 36", or 48"
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Contact Roger Farnes at rotorsnradials@msn.com or (909) 519-4427
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72 Hp. McCulloch Cylinders

Manufactured years ago but never used. Some still in original packaging. Price Cylinders $300 ea. plus shipping. Email for shipping cost.

To order by mail, send check or money order payable to:
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MTOSPORT AUTOGYRO N832TX

Rotax 912, Garmin 695 GPS, Funkwerk ATR833-LCD and TRT800H-LCD Transponder, seat heater, dual controls, Autogyro cover, etc - 98 hours total $67,500 Contact Jason Knight at 281-826-9005

Heavy duty Warp Drive hub for Rotax. New, bolted on once, ran for engine test, then changed out. $200.

Also have 3—64” Warp Drive blades, turns counter clockwise when viewing from the back, $400

Contact Tony at: thomasant@hotmail.com or (281) 799-5115

Classified are free, just send some pictures and a description along with your contact information to mike484@aol.com and we will post whatever it is you have for sale, trade, or looking for.

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**Turn Back Time**

Ken Brock KB3. 100% original, looks like it just came from Ken Brock Manufacturing. Rotax 582, 60” IVO prop, pre-rotator, rotor brake. Asking $9,000 but will consider serious offers. For the right price, I will include the original build manual, original build drawings, and a Ken Brock catalog from the year this was purchased.

Contact Mike at mike484@aol.com or (832) 457-2836

**Golden Butterfly**

Golden Butterfly, flown regularly, for sale. Comes with two radios, two helmets, spar parts, aluminum custom built trailer, and a “Find Me” transmitter. This can be seen at the Anahuac Texas hangar. Taking confidential bids via email at dcarr4321@hotmail.com

**TWO SEAT AIRCOMMAND**

$30,000.00

Experimental Light Sport Airworthiness Certificate, Approx. 25 hours since new, Light Sport test time completed, Subaru 2.2 with cam grind (engine professionally overhauled prior to installation), two helmets, intercom, radio (not installed), spare Subaru 2.5, spare hub bar, logs and data sheets included, airframe factory built, Rotordyne blades, three blade prop, Wunderlich pre-rotator, Nav lights and landing lights.

Contact: Robert Stark at (940) 564-2938, Olney Municipal Airport, Olney Texas

**Snowbird Avenger Tandem Gyroplane Kit**

Has a Honda Cam engine with Mikuni carb. 115 HP.

$16,500.00

Contact Mark at 225-936-3527 or mmcdonner@bellsouth.net

**Older RAF For Sale**

This is a A&P built with a EA 82 w/ 78 hrs, It looks very well built. It has built in 2004. NEW price lowered to $11999 FIRM

My number is 864-985-1774 My name is Redd
Air Command

Rotax 582ul DCDI Model 99 with electric start, 25 ft Dragon Wings, high torque pre-rotator, 9 gallon seat tank, RK Clutch on the Warp Drive 68" 4 blade prop, EIS Model 2000 control panel, Rotor Brake, Shine plated muffler, am asking $15k but will consider all reasonable offers. Rex Byrns, 361-655-4987.

RAF 2000

Subaru 2.2 Carbureted, 30Ft RAF Rotors, Built in 2006, Cabin Heat, Pitch and Roll Trim, Belt Driven Pre-Rotator, Carb Heat, Rotor Tach, Engine Tach, Altimeter to 20,000 Feet, Air Speed Indicator. Reduced to $29,500.

Contact: Thom Francis, email thomefran@netscape.net, phone 870-403-2888. Located in Gurdon Arkansas

Aggressor, Plans Built

27' Dragon Wings, 1982 1.8 Turbo Bratt engine, Tennessee prop, Aggressor air frame. Also have a 2.2 Legacy engine included. $8,000 Gyro is located at the PRA headquarters in Mentone.

Contact John at john-gillmore1959@yahoo.com or 317-840-2697

Bensen

Bensen, has the McCullough 72 just put a new cylinder and piston and rings and a starter kit on it also 10ft 3 in rotors with a 24 inch hub bar. $5,500, may have a small trailer to throw in if needed, ready to fly. Contact Hoppy at 512-488-2440

For Sale by Ron Menzie

I have one more RAF, Fuel injected Subaru, 350 hours total, has never been damaged. $24,000.

ronsgyros@gmail.com, (501) 766-6456, www.ronsgyros.com. Located in Searcy Arkansas
James Chowns
Bastrop, LA
James trains in a tow glider at the Morehouse Memorial Airport (KBQP) in Bastrop. This is a great training aid for anyone just entering training in gyros. This was the way training was done before the two place trainers.
gyrochowns@yahoo.com

Paul Patterson,
Edmond Oklahoma
Paul trains in a modified RAF at the Guthrie/Edmond Geoport (KGOK). His RAF includes both a stabilator and a horizontal stabilizer.
405-826-8443
PaulPatterson1@cox.net

Henry Foster
Trains at the Olney Airport in a Modified RAF, a SparrowHawk, and an Air Command
hsf66@yahoo.com 214–692-0727

Proper training is the best money spent.
It’s amazing how many accidents happen on the ground before the aircraft sees its first flight, training can greatly prevent and reduce accidents. One set of rotor blades can buy about fifteen hours of training.

Southwest Rotorcraft  Page 19  March 2015